

1. Encourage people to form carpools and vanpools for journeys to work and other trip purposes. This reduces the number of vehicles on the roadway and raises the people carrying capability of the street system.
2. Encourage the use of transit and the bicycle mode.
3. Encourage industries, businesses, and institutions to stagger work hours or establish variable work hours for employees. This will reduce travel demand in peak periods and spread peak travel over a longer time period.
4. Plan and encourage land use development or redevelopment in a more travel efficient manner.

System Efficiency

Another means for altering travel demand is the development of a more efficient system of streets that will better serve travel desires. A more efficient system can reduce travel distances, time, and cost. Improvements in system efficiency can be achieved through the concept of functional classification of streets and development of a coordinated major street system.

Functional Classification

Streets perform two primary functions: traffic service and land service, which when combined, are basically incompatible. The conflict is not serious if both traffic and land service demands are low. However, when traffic volumes are high, conflicts created by uncontrolled and intensely used abutting property lead to intolerable traffic flow friction and congestion.

The underlying concept of the thoroughfare plan is that it provides a functional system of streets which permits travel from origins to destinations with directness, ease, and safety. Different streets in the system are designed and called on to perform specific functions, thus minimizing the traffic and land service conflict. Streets are categorized as to function as local access streets, minor thoroughfares, or major thoroughfares (see Figure 1).

Local Access Streets provide access to abutting property. They are not intended to carry heavy volumes of traffic and should be located such that only traffic with origins or destinations on those streets would be served. Local streets may be further classified as either residential, commercial, and/or industrial depending upon the type of land use which they serve.

Minor Thoroughfares are more important streets on the city system. They collect traffic from local access streets and carry it to the major thoroughfare system. They may in some instances supplement the major thoroughfare system by facilitating minor